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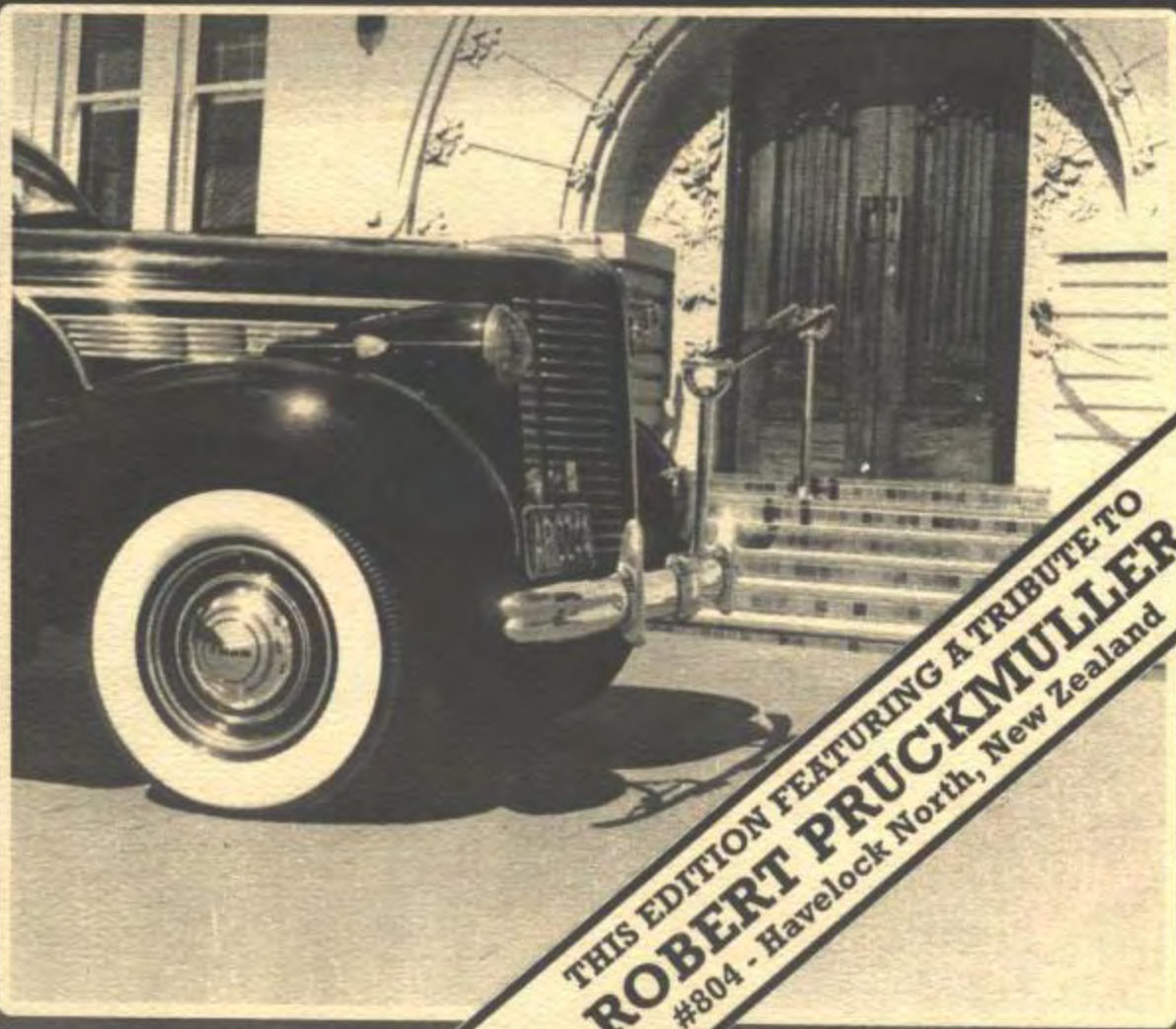
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TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XVII • NUMBER 1 • SEPTEMBER/OCTOBER 1998



THIS EDITION FEATURING A TRIBUTE TO
ROBERT PRUCKMULLER
#804 - Havelock North, New Zealand

The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

This is the first issue of our 1998-1999 publishing year which ends September 1, 1999. The Club set an all time high of 576 members. (Last year we ended with 558 members). And we also won *Old Cars Weekly's* "Golden Quill Award" as one of the best black and white car club magazines. So all in all, it was a very good year!

Pages 8 and 9 of the May/June issue had this photo of a custom bodied 1938 Limited that showed up at Greg Field's (BCA #1) house in Los Angeles looking for parts in 1970. Greg was wondering if anyone had information on this car.

Bob Trueax (#351) writes: "I believe the car has a Brewster body. I have a '38 town car by Brewster, and the rear quarter windows appear to be the same. Mine are cast aluminum frames. The door handles appear to be the long slender Brewster handles, and the rear fender and apron treatment looks the same as mine, except that mine did not use '38 Buick tail lights."

"I do not find this particular car to be one of their finer styling designs, something about the roof line and the outline are a bit much for my taste. But it certainly would be interesting to know more about the car."

The May/June issue had a tech tip on the tan

rubber mat for the trunk. I mentioned I bought mine from a janitorial supply company in San Jose, CA called The Clean Source. Several people have asked for their telephone number. It is (408) 436-1907. Ask for Type 1000 brown mat.

This 1938 Century Sport Coupe with it's original black paint and tan upholstery belongs to **Lou Wildt** (#245) in Ohio. Lou writes: "My wife and I have put over 5,000 trouble free miles on our 38-66S driving to the last 5 Eastern 37/38 meets. The paint still has its deep shine but as one gets up close all the chips and flaws become visible. I am considering repainting and



a new interior this winter."

New member **John Yurconic** (#1347) in Allentown, PA writes: "I have a blue 1937 Special 4-Door Sedan with sidemounts. I have installed dome top pistons with later head, hydraulic valve lifters and an overdrive. The car is a real dream to drive and we do a lot of cruising in it."



This 1937 Buick Special (top of page 2) was one of the entrants in the Egge Desert Run to Palm Springs, CA. The three day, 625 mile rally was held recently in Southern California. The vehicles entered ranged from a 1910 Selden raceabout to a 1996 BMW convertible. Newness



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



of the vehicle gives no advantage, as a 62 year old Ford coupe took top honors.

In preparation for the rally, the passenger in the photo studies the instructions while the driver inflates the tires. Tire pressure is important because it affects the car's ability to maintain the proper speedometer/clock calibration.

This '38 Buick Convertible Sedan appeared on the cover of *Car Collector* magazine 20 years ago (September 1978 issue). It appears to be dark gray (#520 Whistler Gray) with a black top. The sidemount cover has the **BUICK** emblem, so it is either a Special or Century. Note the wide after-market grille guard and rear view mirrors mounted on the sidemounts. The before and after restoration photos in the story are



quite dramatic! The owner did all the restoration work himself, taking over four years to complete. Does any member know of the whereabouts of this car today?

New member **Gareth Bouwman** (#1293) in Washington learned about the '37-'38 **Buick Club** from our Internet Web Page. He writes: "Finding a club that has a focus only on '37-'38 Buicks makes it

quite exclusive. The 1937 Buick sports sedan that I will be finishing was purchased by my late sister as a project for her three boys. Well, they really didn't make much of it. My late sister's husband has since remarried and his current wife thinks the restoration isn't a good plan. Matter of fact, she thinks it's a dumb idea and a waste of money, hence he is going to quietly funnel money to

≡TORQUE TUBE≡

You can now find your '37-'38 Buick Club on the World Wide Web.

<http://www.classicar.com/clubs/buick/buick.htm>

The **TORQUE TUBE** is published every two months for the enjoyment of the **1937-1938 Buick Club**. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Please send all articles, ads subscriptions and inquires, etc. to:

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me and let me do what's necessary to get the project completed. I get to spend somebody else's money. Does it get any better than that?"

The black '37 Special Phaeton Model 40C (above) belongs to **Earl Robinson** (#1337) in New Hampshire.

This photo of **Thom Schuttish** (#6) and his beautiful beige '38 Century Coupe was taken at the end of the pier in Santa Cruz, CA. That's the Pacific Ocean in the background. I've never been to a car show where all the cars were on a pier. It

was a beautiful setting. And the show was free, so many people strolling along the pier stopped and looked at the beautiful cars.

For comparison, the photo (at the top of page 4) shows another '38 Century Sport Coupe (mine). It's Titan (dark) maroon. That's my daughter Monique. She likes to ride in the back on one of the fold-down jump seats.

This next photo shows a beige 1938 Roadmaster Phaeton that appeared in The Philadelphia Inquirer newspaper on Sunday morning No-





vember 7, 1937. The photo caption reads: "The Buick Series 80 Roadmaster, a convertible stream-line sport sedan for 1938, is equipped with a 141 horsepower valve-in-head straight eight motor and carries Buick coil springs on all four wheels. Its top folds into a neat boot in back of the rear seat, converting it into an open car. When the top is up, it is a snug six-passenger sedan. The Series 80 Roadmaster is built on a 133-inch wheelbase chassis."

Another period photo, this time showing blowout testing a 1938 Buick. The caption reads: "A front wheel blowout on a Buick test car at 70 mph. Due to the new spring suspension, it is stated that the car deviated only 3 inches."

Trouble Light Tip. I've heard of several people being burned because they used an incandescent trouble light while working around the gas tank

or fuel line. The stories are similar, fuel spills onto the hot incandescent light bulb. The bulb shatters and the fuel ignites and starts a fire. In extreme cases the car is destroyed and the owner ends up in the hospital (or worse). The moral is: **Use a fluorescent trouble light**, not an incandescent one!

New Buick Boasts Dynaflash Engine



Some of our members have requested that we re-publish tech tips that appeared in earlier issues no longer in print. I have done this some, but I will look through my back issues and select the best ones to re-publish.

If you're looking for a hard to find part, remember to go back through the Parts For Sale ads in previous issues of the **Torque Tube**. Typically only a small percentage of the parts advertised are sold. So there's a good chance you can buy the part you need if you find it advertised,

even over a year before!

In the last issue, I mentioned that **Ron Stimson** (#939) in Ohio has a '37 Special Convertible Coupe Model 46C that had its original upholstery (in *bad shape*) when he bought it. The front seat and arm rests were leather, everything else was leatherette. Ron dropped me a note to say that the rumble seat cushions were also leatherette. We don't want anybody to think Buick wasted money on leather for the rumble seats.

On page 22 of the last issue there was a short article on electric windshield wipers and who sells them. I should have stated that they were for 12 volt cars and so would run slow on 6 volt cars. Sorry for the omission.

Has any one had trouble with the '37 taillight rubber gasket? **Howard Dennis** (#495) in Ohio says: "The new rubber gaskets I used makes the top part of the taillight lean in a little.

The original gaskets were thicker on one side while the new ones are the same all around. Have any other members had this problem?"

This cartoon appeared in the Anchorage (Alaska) Daily News. It alludes to the fact that Alaska is our largest state and everything in it is big, including potholes!

After nearly 30,000 miles of tours and commutes, **George Canavan** (#806) of Los Altos Ca. sold his 1937 Century Slant Back Sedan Model 67 last year to concentrate on completing the restoration of a 1964 Continental 4 Door Convertible Sedan. The Lincoln sat for over 19 years before the Canavans acquired the derelict ragtop and began the seven



year recovery process. All the major systems were completely renovated including the complex, automated top and trunk actuation hardware. Now that the "vast and fast" convertible has joined the rush hour traffic again, the Canavans want to return to a 1937 or 1938 senior Buick. Members with a Limited longing to be free, a Roadmaster pining for the highway or a Century destined for the next mil-

lennium can contact George at (650) 967-4909 or gcanavan@microbar.com.

Sam Mahle (#1187) in Pennsylvania sent me an article about Harley Earl, GM's famous auto-

motive stylist. The article states: "In surveys taken at the New York Auto Show in 1936, 1937, and 1938, Buicks were voted the best looking cars in America!"

Mike and Joan Dilliard (#1011) live in the Sierra Nevada mountains near the California-Nevada

border. They drive their Corot Beige Special Sedan Model 41 everywhere including several trips to Las Vegas, to the BCA Nationals in St. Louis and often to our local Nor-Cal Buick Club functions here in the San Francisco Bay Area. To get here is a trip of about 250 miles for them.

After attending a Buick Picnic here several weeks ago, they were driving at night in the mountains on their way home when they came upon a bear in the middle of the road. Mike's headlights must have blinded the bear because he didn't move. Mike tried to swing around him on his right,



HEY WALLY, THIS IS A TRUE ALASKAN POT HOLE. IT HAS A BUICK IN IT.



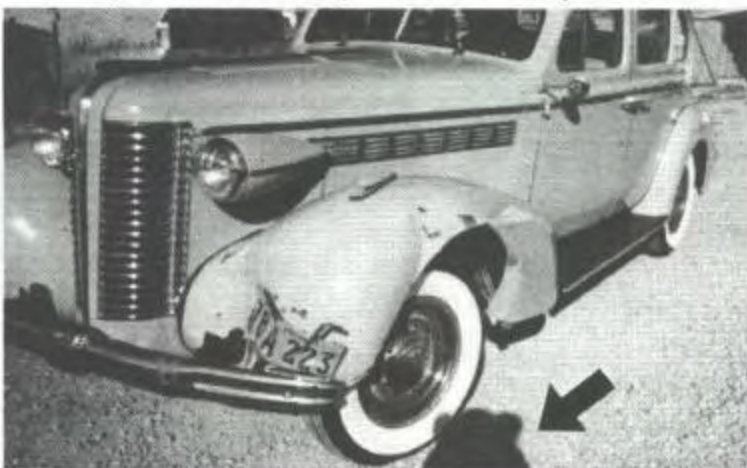


home when they came upon a bear in the middle of the road. Mike's headlights must have blinded the bear because he didn't move. Mike tried to swing around him on his right, but could only go over so far as there was a ditch by the side of the road. Mike hit the bear, smashed his left front fender, bent the bumper, broke the bumper bracket and snapped off the bolt that holds the left bumperette.

His beige car was splattered with blood. Mike got out and pulled the fender away from the tire so he could drive home. The bear was nowhere to be seen.

The next day Mike returned to the spot and saw the blood stains, but no bear. Luckily Mike has found another fender and bumper for his car and will soon have his 38-41 on the road again. (ED. I wonder what damage the bear would have done to a new car. Mike, we want to know who was taking this photo? You or the bear?)

Members, thank you very much for all the articles, photos, old Buick ads and stories you have sent me for inclusion in the *Torque Tube*. I have never had to ask as you've been so good about sending me information.



One of an Editor's biggest worries is that there will not be enough material to fill up the magazine. But fortunately, thanks to you, I have not had that worry. That's also why sometime it takes

a while to see your article in print. But rest assured, I keep everything sent to me and will use most of it.

Congratulations are in order to five of our Club Members for winning high honors at the 1998 BCA National Meet in Danvers, Massa-

chusetts (near Boston). They were:

Benjamin Berman (#579)-VA 1937-46C
Senior Gold Award

Arthur Sommers (#464)-NJ 1938-46C
Silver Award

William Mack (#839)-RI 1938-41
Silver Award

Keith Korbut (#1025)-MA 1938-41
Silver Award

Edward Camille (#797)-MA 1938-46C
Bronze Award.

Harry

Cover Cars

Front & Back Covers: **Robert Pruckmuller's** (#802) beautiful blue 1938 Sedan Model 41 parked in front of *Rothman's Pall Mall* cigarette factory in the town of Napier, New Zealand. Napier, on the North Island, is noted for its many Art-Deco buildings. In 1996, he drove us around in this car, showing us many interesting places in his area. Robert was a very proud and dignified man and he loved his 1938 Buick. He also contributed several articles about his families Buicks for the *Torque Tube*. I'm sorry to report that Robert passed away in August due to cancer. See story about Robert on page 11.



By **Harry Logan** (#651) Los Altos, CA

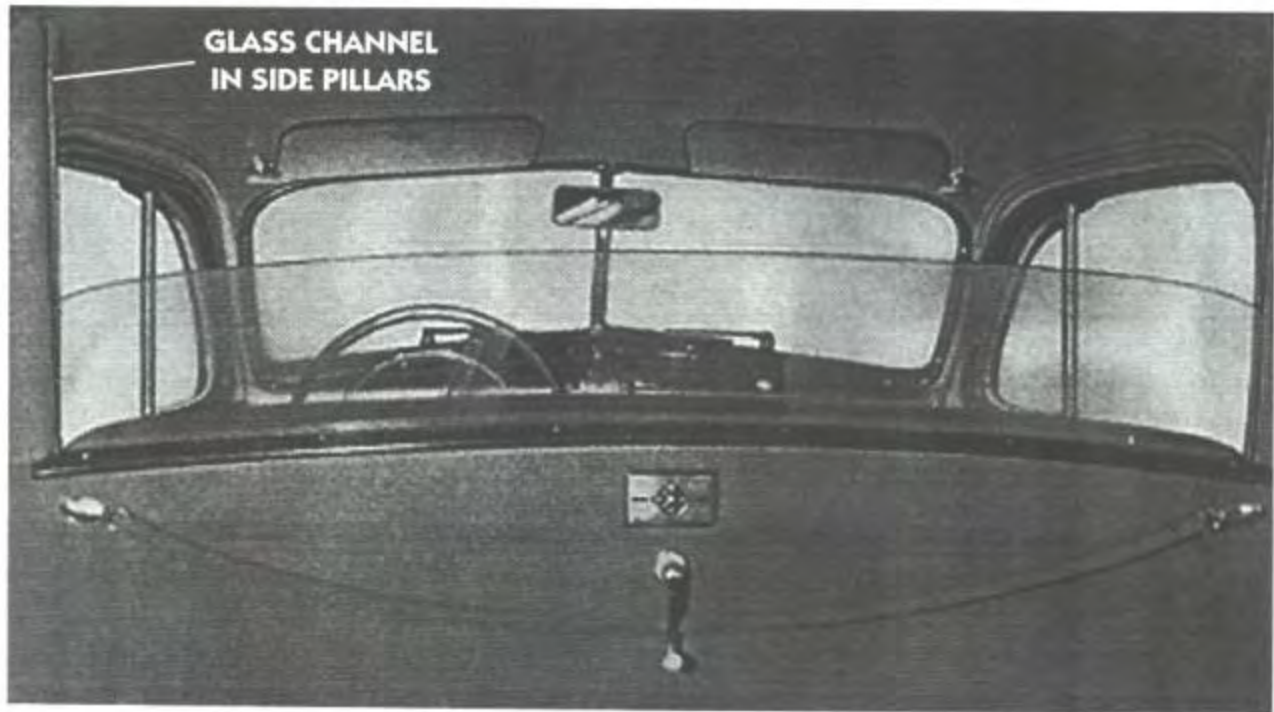
I received a question asking what the differences are between a Roadmaster 4-Door Sedan Model 81 and the Formal Sedan Model 81F.

The cars are exactly the same except for the window that separates the driver (*chauffeur*) from the rear passengers. In this photo, you can see the crank for raising and lowering the divider window. The clock was an option. In the small photo you see the difference. If you looked at a '38 large series car, seeing the Roadmaster name

on the side hood but wondered if it was a Formal Sedan just look for the crank, glass or the glass channels in the side pillars and you'll have your answer.



**GLASS CHANNEL
IN SIDE PILLARS**



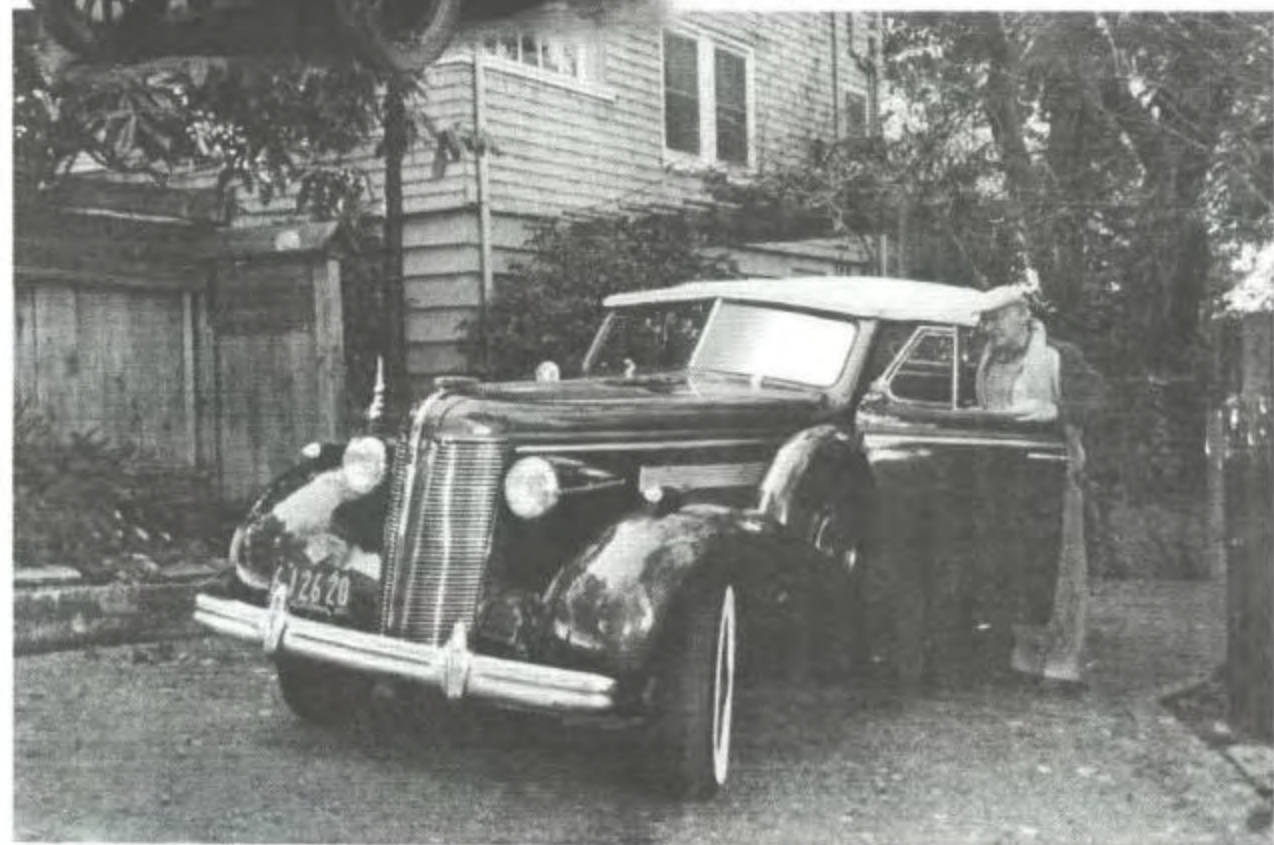
A BUICK LOVER FOR OVER 70 YEARS!

By Bill Rose (#708)
San Rafael, CA

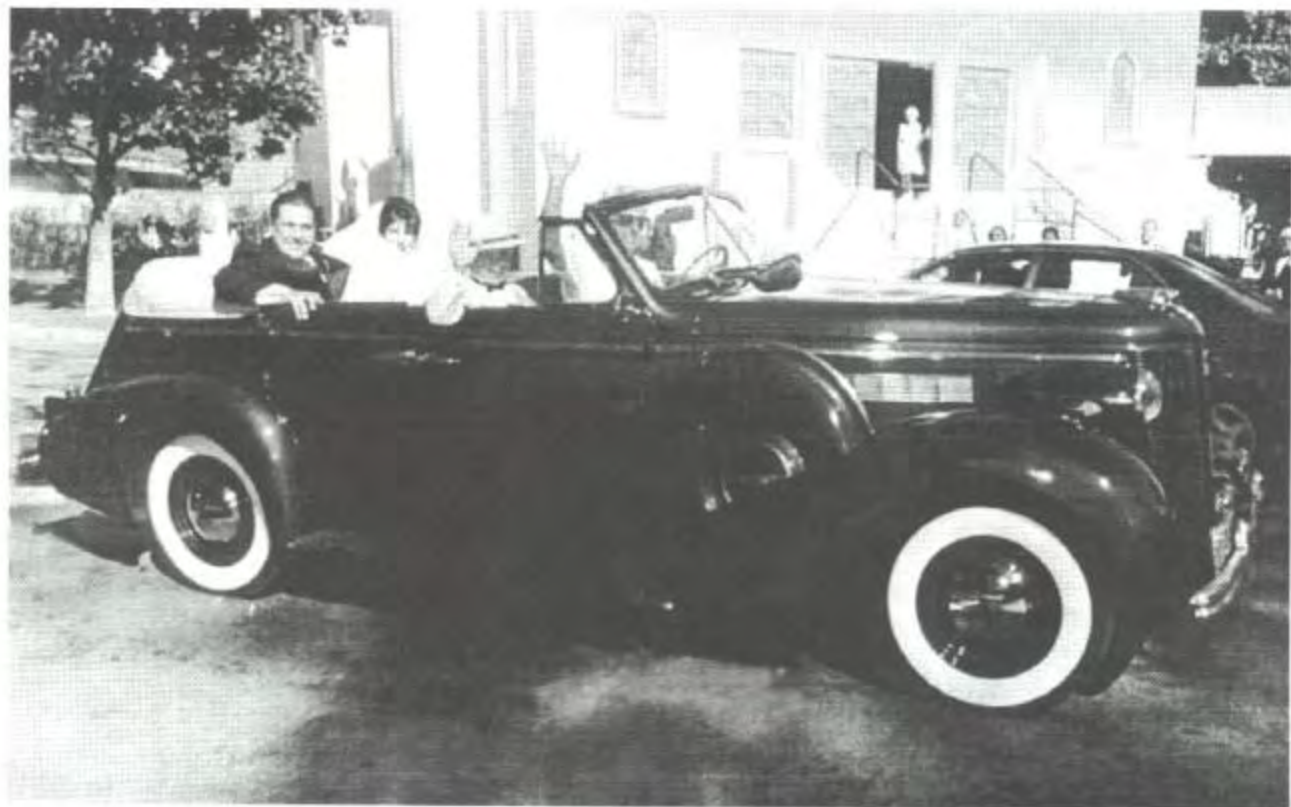


This photo of me and a 1924 Buick was taken around 1925 in Bethlehem, Pennsylvania. On out-of-town trips, I got to sit on the storage compartment behind the driver.

The 1924 Buicks featured a new hood, radiator shell and cowl styling that was considered the most important styling change that Buick had made since 1914. The drastic design with a sharp cornered radiator shell surrounding a Harrison radiator, resulted in lines suspiciously similar to Packard's. In fact, Packard retaliated in its ads by pointing out that "When prettier cars are built, PACKARD will build them!"



*I still own a 1937 Special Phaeton Model 40C that I purchased in the 1950's.
I started restoring it several years ago and it is now finished.*



The car has been in several weddings including my daughter's in Sacramento, California.



It has also been used as part of an advertisement for a musical group called The Honeymooners.



MY BUICK STORY

By Bernard Struven (#702)-Lowell, IN



**After 51
years
I still have
Dorothy and
I still have
a Buick!**



I was a 17 year old high school graduate in the Spring of 1943. World War II was raging, so I enlisted in the Army Air Corps as an Air Cadet. But I had to wait nine months until I turned 18 to be inducted. During the course of this nine months waiting period, I worked in a steel mill and searched used car lots for a Buick. Upon finding the car, my father had to sign the title because a 17 year old could not own a car.

The original bill of sale shows my 1937 Buick Special Convertible Coupe Model 46C was purchased for \$606.90 on November 21, 1943. The Serial Number of the car was 3076446 and the Motor Number was 43255967. Can this car still be found after all of these years? I traded the car in after my family became too large for a convertible.

This photo of me and the 37-46C was taken in 1946 in front of my fiancée's home. The color of the car was Blue with a white top (The top may have been tan that became white with age). Notice the old Ford truck parked across the street. Also notice the sealed beam headlights, dull bumpers, and non-stock center bumper guard and my fiancée's name on the grille. I was in college under the GI Bill, so father kept the car for me and drove it occasionally.

And here I am with my current Buick, a 1938 Special Sedan Model 41. Dorothy is still my wife after 51 years. An early retirement and heart surgery made restoring a convertible impossible. Notice that I still like sealed beams on my car. The car is the original color, #523 Van Dyck brown with cream wheels.

A Buick Lover to the End

By Harry Logan (#651)-Los Altos, CA



We were saddened to learn of the death of long time member **Robert Pruckmuller** (#804) in New Zealand last August. He and his wife were most gracious hosts when my wife (on the right) and I visited them in 1996.

Robert was born in the Dutch East Indies (now Indonesia) where his father was a successful businessman. They always bought Buicks and the one Robert remembers the most was a 1936 Sedan. Robert always had a soft spot for '36 Buicks after that. He even kept a beautiful chromed 1936 grille in his garage as a reminder.

In 1942, the Japanese invaded and confiscated their '36 Buick. The Japanese used it as a staff car during the war. Robert never saw it again. He hid from the Japanese so he wouldn't end up in a prison camp or put to work as a slave la-

borer. He was nearly captured on several occasions. After the war, he immigrated to New Zealand where he met and married his wife Doreen.

He had a beautiful dark blue '38 Fisher bodied Buick sedan, model 41 (See front and back covers). His wife writes: "Up to the last days of his life, his Buick was constantly on his mind. The last time he drove it (with great difficulty) was to see a friend and find out how his friend's restoration of a 1936 Buick Limousine was progressing.

Following the hearse at his funeral, and leading the other cars, were four Buicks, and on his coffin a Buick hubcap was placed. He really enjoyed the Torque Tube. Each time it came everything else was put aside while he read it from cover to cover." (He will be greatly missed)



Dave Tacheny (right) and I just before saying good bye at the start of the trip in front of Dave's home in Minneapolis.

MINNEAPOLIS TO MIAMI IN A DOZEN BREAKDOWNS

By José Pardo (#558) - Cali, Colombia

On the first of June, 1998, my wife Stella and I left our home in Cali, Colombia and flew to Minneapolis to meet **Dave Tacheny** (#997) and pick up the unrestored 1937 Buick Special Coupe he had kept for me since the end of last year.

Dave was aware of my intention of driving this car to the 37/38 Eastern Meet near Columbus, Ohio and then proceeding to Miami, Florida. He checked the brakes, installed new hoses, changed the oil and test drove the car fifty miles in addition to the 37,000 plus miles this car had accumulated in its life span. Dave provided me with spares, water pump, fuel pump, carburetor, starter, generator, fan belt and a set of Craftsman tools for the journey.

Since the fuel gauge was out of order, I added a two gallon can and decided to fuel up every one hundred fifty miles. Next day, after driving a few blocks,

we said our good-byes. Dave was not sure we'd make it to the 37/38 Meet, much less Miami. So I promised him we'd call upon arriving.

From the beginning I set our pace to a maximum of 55 mph, always drove in the slow lane with the shoulder within easy reach. And I also did not pass any cars or trucks.

Things were going fine until we were approaching Madison, Wisconsin, and the old straight eight began to lose power. We pulled over to the shoulder of the road. No gas was reaching the carburetor, not even after changing the filter, the fuel pump, and cleaning some dirt out of the filter's glass bowl.

A few minutes later a highway patrol car stopped by to see what was wrong. After explaining my predicament to the officer, we asked if we could get a tow truck to take us to the nearest town and get the

car taken care of. Perhaps the combination of our foreign accent and Minnesota collector's license plates made the officer suspect this was a matter worth looking into further. Then he asked for my driver's license (Colombian) and car registration.

Next he wanted to know the location of the engine and body serial numbers. I showed the officer where they were, and told him this was not the case of a stolen car, that I was a 1937-1938 Buick Club member going to the Eastern Meet, and I showed him the Club's Roster etc. Looking at the ownership certificate, he wondered what *cp bus* meant as this car was no bus. I explained it was short for *business coupe*.

The officer must have figured we were trustworthy people and honest world citizens, because he told us to stay in the car and that a tow truck should arrive in twenty minutes. We were towed for \$40 to a garage in town and the car was serviced immediately. After raising the car, disconnecting the fuel line from the tank and fuel pump, blowing the line clean, and charging \$42, they had us back on the highway.

One hundred twenty miles later we lost power once again and pulled over to the side. I disconnected the fuel line from the fuel pump, blew out the dirt clogging the fuel line back to the tank, and cleaned the glass bowl of what looked like crystallized sediment of dried-up gasoline. The engine came back to life. We had to repeat this process about 12 times during the entire trip but the mileage between failures kept increasing, the last one being about six hundred miles, as the tank cleaned itself out with the help of new fuel.

On our way to Columbus, we passed by Dayton, detouring to the Air Force Museum for a few snapshots of our car with a Boeing B-50 and Junker

JU-52 as a background.

We were very happy to make it to the meet as scheduled and to see some old and new faces from our wonderful club. This was the first time I was able to attend a meet driving my own 1937 Buick.

There, I was asked to write for the *Torque Tube* about our trip, as it was an experience worth sharing. Some thought I was brave, others foolish for undertaking such a trip. Maybe it takes both traits. Who knows?

Sunday morning, June 7, we early birds took Interstate 77 south. That day we drove 14 hours, reaching Savannah, Georgia, and the next day we arrived in Miami during rush hour, in five-

lane traffic. Not a pleasant experience in a 1937 Buick with its blind spots and limitations such as no directional signals and loose steering.

Dave Tacheny was very happy to learn we had made it all right. We thank him for providing us with such a trustworthy car; other than the dirt in the fuel tank and the overheating when the engine was turned off, something to be expected in an old Buick, we had no problems.

In Cali, Colombia, the black 1937 coupe will be restored to its original paint #504 Sudan Blue. It will be placed on exhibit and preserved at the Museo Nacional de Transporte (National Transportation Museum) together with my other 1937 Buicks.



When the car broke down for the first time, we had the Never Mind Saloon in sight while the coupe was being fixed. We probably should have arrived in a stagecoach!



The other end of the journey at an Art Deco gas station in Miami

PERFORMANCE FIGURES

Total miles covered:	2,451
Gallons of fuel	181
Cost of fuel	\$197
Miles per gallon	13.5
Oil used	3 quarts

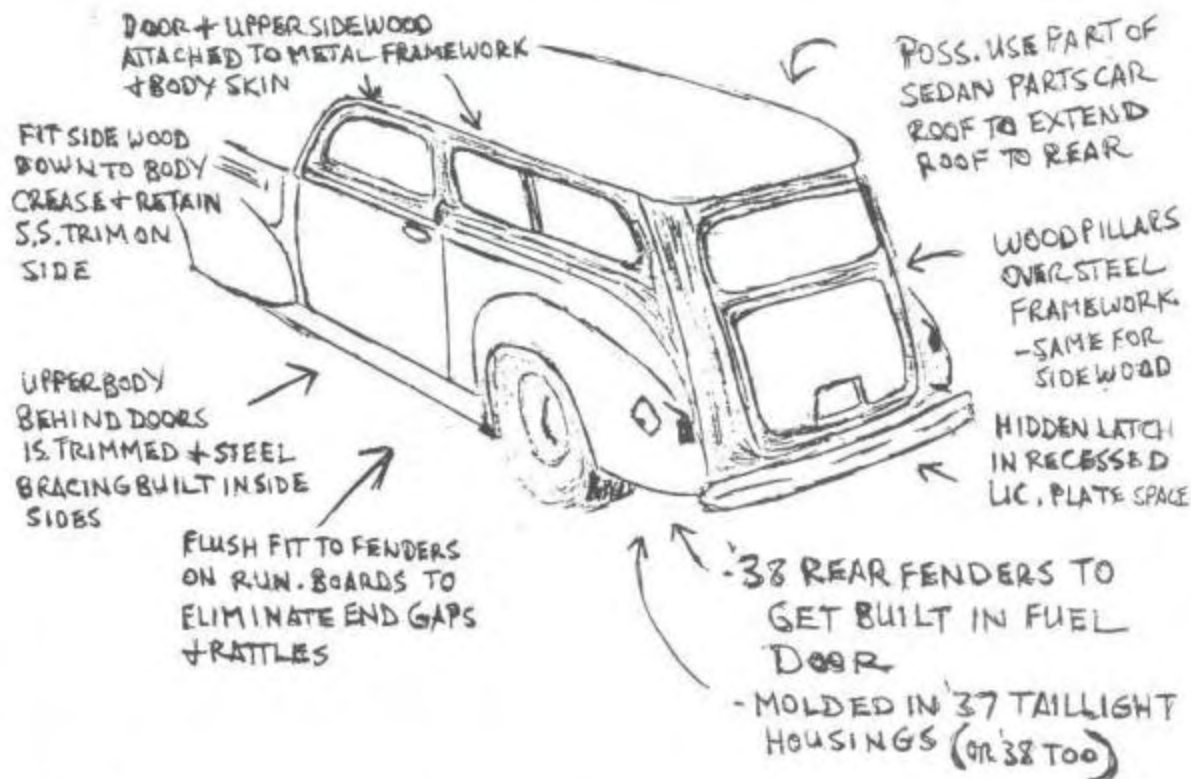
MY FANTASY '37-'38 BUICK WOODIE

By Greg Marshall (#148)-North Carolina

ED: Greg and his family recently moved from Southern California to North Carolina. Greg writes: "I haven't started to look for work yet so I was daydreaming and came up with this idea for a Buick Woodie. Maybe some of our members with a bunch of parts laying around would be interested in trying it.

BUICK (OR OLDS OR PONTIAC) '37 PHANTOM CENTURY 2 DR. WOODIE

* -BUILT FROM COUPE OR 2 DR. SEDAN



* THIS CAR COULD BE ALSO BUILT FROM A 4 DR. SEDAN TO GET A 4 DR. WAGON

My Buicks

By George Corse (#1349)-Pennsylvania



This photo of me and my 1938 Century Coupe was taken in 1946 shortly after I was discharged from the Marine Corps. I was buying and selling used cars. Any-

thing on four wheels could be bought cheap and sold for a small profit. I bought this '38 Century Coupe for \$200, fixed the dents, painted it with a brush and sold it for \$240. This photo was taken in front of the house I was born in 1925 in Swarthmore, Pennsylvania.

I duplicated this shot 52 years later with my recently acquired 1938 Century Sedan. All the trees and bushes have grown and now only part of the roof can be seen.

During the last 50 years I have owned 50 or 60 old cars, mostly Fords and Lincoln's. A few years ago a friend loaned me several books about Buicks. After looking at them, I decided I would like one. I narrowed my selection down to either a 1938 or 1940. I looked at several and finally

bought my Century from a man in Ohio. It is a good driver but not a show car. It needs several things fixed and that is the reason I recently joined the 1937-1938 Buick Club.



ED: This interesting article appeared in the August, 1937 Buick Magazine. 1937 was the first year Buick Sport coupes were equipped with two opera (jump) seats. 1936 Sport Coupes had either one fold-down opera seat (46SO or 66SO) or a rumble seat (46SR or 66SR).

TAKE THE OFFICE WITH YOU!

This new 1937 Sport Coupe with opera seats belonged to Dr. William Ground in Superior, WI. He wrote:

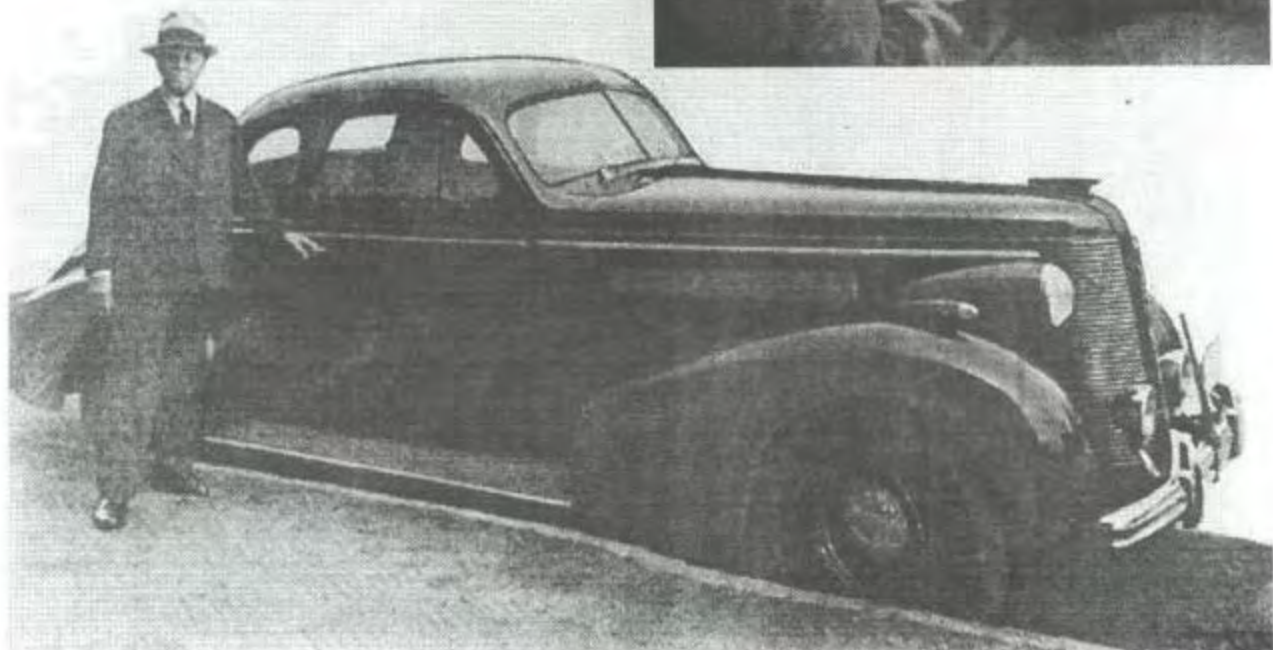
"I frequently have much writing to do, and as the material requires considerable concentration, I find it impossible to work to advantage where people, telephone and messages are bound to interfere."

"So it has been my custom to take my work in my car and head for the woods or other quiet place. I'd take a note pad and put a typewriter on my lap. But when the new 1937 Buick Sport Coupes came out with opera seats, I saw the possibility of fitting this out as my mobile office. I had a cabinet-maker build a desk complete with a pull-out shelf for my typewriter. The desk occupies the position of one of the folded-up opera seats while I use the other one to sit on."

"The desk can be easily removed from the car, and yet it stays in position without difficulty when

the car is running. It is painted to match the car's interior. I am arranging to install my dictaphone, so I can do some of my dictating out where I am alone and not disturbed."

ED: Note the unusual grille guard. It might be homemade? Also note the driving lights.



1937 BUICK ACCESSORIES

By Harry Logan (#651)-Los Altos, CA

The two most interesting accessories for me were the trunk mat and chrome wheel discs.

The last item on this list is: Mat, Rear Compartment Shelf. It was used on Models 41, 44, 47, 48, 61, 64, 67, 68 with plain fenders (5-Wheel Job). So it appears this tan rubber mat was an extra and not included with the car. The price was \$2.25.

RETAIL PRICES



1937 BUICK ACCESSORIES



Part No.		Price
980530	Buick Deluxe Heater.....	\$16.75
980531	Buick Master Heater.....	11.95
980534	Centerline Radio.....	39.00
	(Installed at Factory).....	62.25
980535	Centerline Dual Radio.....	66.60
	(Installed at Factory).....	69.85
980539	Hot Air Heater, Frt. only 37-40.....	18.00
980540	Hot Air Heater, Frt. only 37-60.....	18.00
980541	Hot Air Heater, Frt. only 37-80-90.....	19.50
980542	Hot Air Heater, Rear Register only 37-40-60.....	6.50
980543	Hot Air Heater, Rear Register only 37-80-90.....	7.25
985121	Defroster Fan & Bracket.....	4.50
601168	Electric Windshield Defroster.....	3.00
980461	Wheel Midg. (Single) 37-40-80-90.....	2.00
980510	Wheel Midg. (Single) 37-60.....	2.00
980545	Chromium Wheel Disc. 37-40.....	1.95
980546	Chromium Wheel Disc. 37-60.....	1.95
980547	Chromium Wheel Disc. 37-80-90.....	1.95
980544	Rear Comp. Light (All 37 exc. Cpe.).....	.95
980533	Electric Watch (For Dash Comp.).....	12.25
601521	Safetylite.....	15.95
980520	Safetylite Bracket.....	Included with light
985076	Gas Tank Locking Cap.....	1.50
982026	License Plate Frames (1 Set).....	2.45
985095	Peep Mirror.....	1.50
985137	Visor Vanity Mirror.....	1.00
405035	Battery Charger.....	7.95
980552	Bumper Center Guard.....	2.25
985134	Fender Marker.....	1.25
980559	Heater Defroster Attachment.....	8.85
980555	Deluxe Seat Cover, Front (37-40-4 Door).....	7.85
980556	Deluxe Seat Cover, Rear (37-40 and 60-4 Door).....	6.00
980557	Deluxe Seat Cover, Front (37-40 and 60-2 Door & Coupe).....	7.85
980558	Deluxe Seat Cover, Rear (37-40-2 Door).....	6.00
980560	Deluxe Seat Cover Front (37-60-4 Door).....	7.85
980561	Twin Grill Cover, Pr.....	1.10
985174	Fog Lamp (with attaching parts).....	5.50
983541	Mat, Rear Compartment Shelf (37-4401-4409-4411-4419-4601-4609-4611-4619; for 5 Wheel Jobs).....	2.25

Technical TIPS



I have never seen a chrome wheel disc on any 37/38 Buick nor have I ever seen a photo of one until recently. The Special and Century had their own discs



while the Roadmaster and Limited shared theirs.

Buick described them as: "With this added flash of bright chromium, your Buick looks even longer and sleeker. These discs wipe clean instantly and cannot rattle or tarnish. A complete set costs less than ten dollars."

I do not believe these discs were offered on 1938 models, probably because they did not sell well in '37. I did not find chrome wheel discs listed in my '38 Accessory Parts List.

This photo shows three more accessories, the grille cover, fog lights and center bumper guard. Buick described them like this:

TWIN GRILLE COVERS. "Buick radiator covers protect against extreme cold, increase engine and heater efficiency. Can be instantly attached or removed; have no snaps or strings. When not in use, they can be rolled compactly and placed in the glove compartment."

FOG LAMP. "Provides powerful diffused light, close to the road, greatly reducing the hazards of driving through fog, snow, rain, or dust. Of chromium steel with special amber lens. May be used singly or in pairs."

BUMPER CENTER GUARD. Prevents interlocking of bumpers and protects the radiator grille. Invaluable in congested traffic areas and on parking lots. Of stamped and welded steel, with heavy chromium plate finish.





Technical TIPS

ADDING SIDEMOUNTS

By Harry Logan (#651)

Many members prefer a sidemounted Buick. And so sidemounts have been added to cars that originally had plain fenders. Here are some things to be aware of if you decide to add sidemounts to your car.

Your best bet is to buy a complete set off the same year and series car as the one you're installing them on. That way all parts should fit properly. Realize that you can install Special sidemounted fenders on a Century of the same year, but there will be a 4" (10 cm) gap where the fender meets the firewall inside the engine compartment. But you cannot tell the difference from the outside. Even when you open the hood, most people would not notice this 4" gap. You should put 16" rims in the Special sidemounts even though your Century has 15" rims on the road wheels.

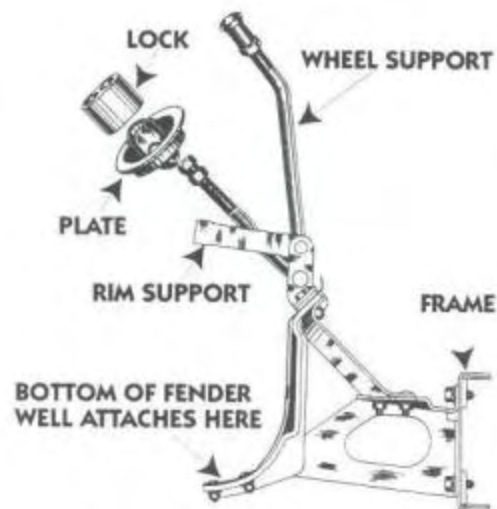
At least one of our members has put 1937



In addition to the sidemounted fenders, you will need some fender-well support hardware. This consists of a bracket that bolts to the frame and bottom of the fender well, a metal rod about 1 1/2 feet long that supports the tire, a plate that fits the hole in the

rim, a nut to tighten the plate against the rim and a set of locks to prevent someone stealing your sidemounted spare.

On original factory sidemounted cars, the sidemount lock key also fits the door, trunk and



Century sidemount fenders on a 1938 Century. It can be done with a lot of body work.

ignition. Sidemount locks are not essential and would not be missed as the sidemount face plate covers this area.

This shows a reproduction (dark) and original bracket. If you cannot find the original, one of our members makes reproduction sidemount hardware. His name is **John Maier** (#554), 1113 E. 240 North, Anderson, IN 46012. Phone (765) 642-3094.

According to the 1937 Factory Information Book, there are four different sized sidemount

covers, one for each Series (also true for 1938). A sidemount cover consists of:

1. Ring (tread cover) and back plate. (They are held together by 2 rivets. Each series had its own.).
2. Face Plate. (All '37 & '38 Specials & Centuries shared the same face plate. Roadmaster & Limited each had their own faceplate).

According to the Buick Chassis Parts List

8.838 PLATE, Tire cover face (Prime)

NOTE: Prices shown on face plates are for prime finish; for painted plates add \$0.90 net to net price of prime finish plate.

.....1299020	6.00	....1	1937-38-40-60 (Right)
.....1299021	6.00	....1	1937-38-40-60 (Left)
.....1299100	7.00	....1	1937-38-80 (Right)
.....1299101	7.00	....1	1937-38-80 (Left)
.....1299102	7.50	....1	1937-38-90 (Right)
.....1299103	7.50	....1	1937-38-90 (Left)

dated January 1, 1938, '37 and '38 Special and Century's all used the same right and left face plates. But the ring (tread cover) and back plate were different for each series.

The only difference between left and right face plates is the position of the hole for putting air in the tire and the two holes for holding the



BUICK emblem.

'37 & '38 Special's used the same treadcover and back plate. '37 & '38 Century's used the

8.844 PLATE, Tire cover back (Prime)

.....1299024	5.25	....1	1937-38-40 (Right)
.....1299025	5.25	....1	1937-38-40 (Left)
.....1299026	5.75	....1	1937-38-60 (Right)
.....1299027	5.75	....1	1937-38-60 (Left)
.....1299088	6.25	....1	1937-38-80 (Right)
.....1299089	6.25	....1	1937-38-80 (Left)
.....1299090	6.75	....1	1937-38-90 (Right)
.....1299091	6.75	....1	1937-38-90 (Left)

same treadcover and back plate.

One way to tell Special and Century tread covers apart is to measure the width of the tread cover over the stainless trim strip. The Special measures 67/8" while Century measures 71/4".

In other words, the Century tread cover is a little over 7" wide while the Special is just a little under 7". It's hard to tell this difference by just looking at them. The Special and Century stainless trim strips have different lengths. The Special is 543/4" long vs. 521/2" for the Century.

Roadmaster and Limited used different sidemount face plates. They have a stainless circular ring on the face plate but not the **BUICK** emblem. This is because the tire fits more deeply into the fenderwell than on Special's or Century's. This would cause the **BUICK** emblem to be partially obscured, so it was left off.

'37 & '38 Roadmasters used the same tread covers and face plates. '37 & '38 Limiteds also used the same tread covers and face plates.

Factory Instructions For Installing The Sidemount Covers

1. The cover is put on when the tire is in place in the fender well, being sure that the wheel is in the well so that the valve stem is on a vertical center-line.
2. Assemble the face plate so that it lines up with the valve stem.
3. The ring and back plate are assembled by putting the ring on the front of the tire, slipping the ring down in the well as far as it will go.
4. Take hold of the handle on the ring and pull the ring out until it slides down over the tire.
5. Be sure that the ring is clear of the well when it is assembled, so it has full tension, to hold the face plate in position without rattling.

ED: It is easier if you have a helper and a piece of cardboard. The cardboard is to prevent the tread cover and face plate from scratching each other. Put the cardboard between the treadcover and face plate at the front. Then work the cardboard along as you release the tension on the treadcover.

(I saw **Terry Sullivan** (#1335) do this very successfully).

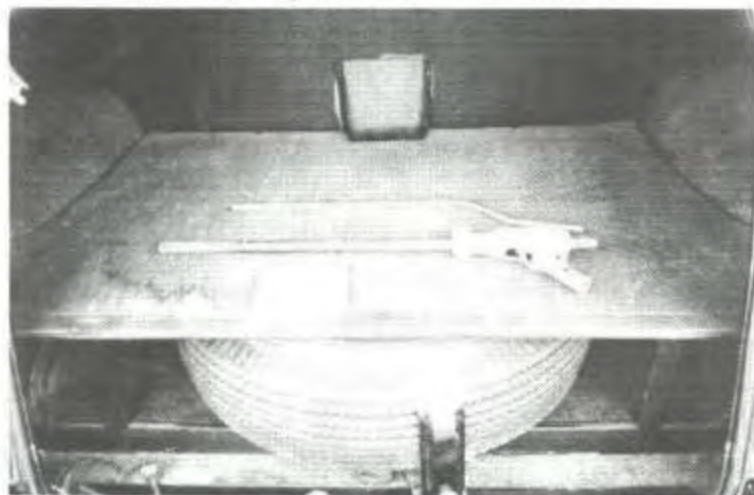




Technical TIPS

1937-1938 BUICK JACKS

By Harry Logan (#651) - Los Altos, CA



Recently, I was asked what parts of the 1938 jack were painted. I have seen several and the cast-iron body, base and handle were all painted green. The long rod that runs through the jack body's looks dark on most original jacks because of surface rust, but I believe they originally were cad plated.

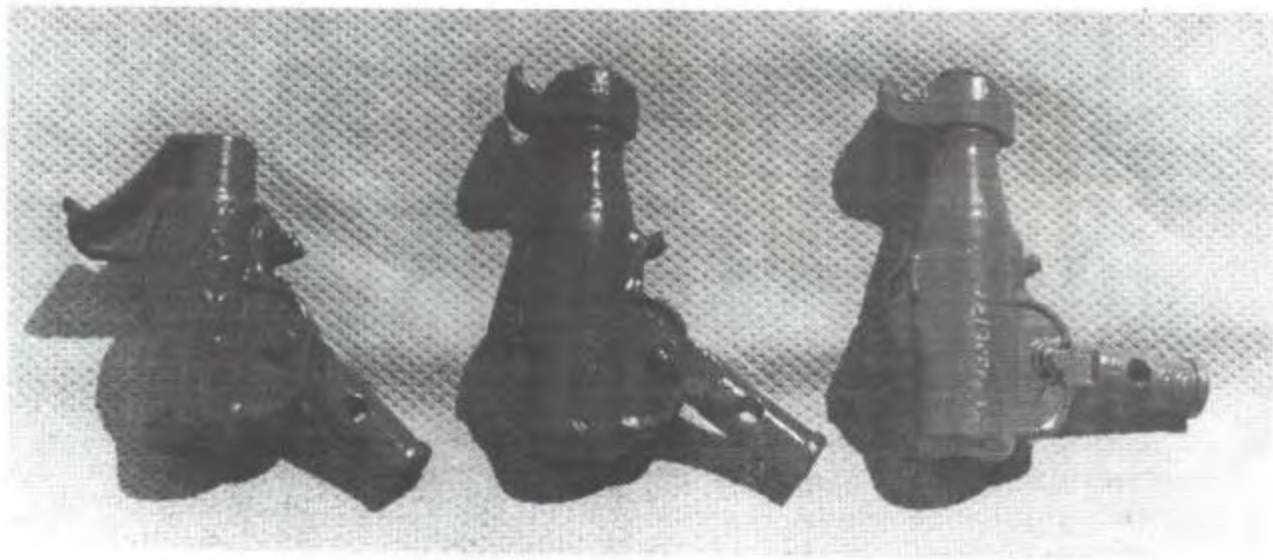
The green paint is often described as "Lawn Boy" green as the color is close to modern Lawn Boy brand Lawn Mowers. I would describe it as a medium green.

This jack and lug wrench (top of page 21) were in an unrestored 1937 Special

Coupe with its original upholstery and paint. As you can see, it is not a bumper jack as in '38. The jack was painted black while the folding handle was the same color green as used on '38 jacks.

According to my 1939 dated Parts Book, these jacks were provided by the Auto Specialties Manufacturing Co. of St. Joseph, Michigan.

Below are three '38 bumper jack bodies. The one on the right is marked St. Joseph, MI on one side and COLIFT on the other. The middle jack body is unmarked while



the left is well marked. It reads: Auscolift. Keep bar clean. Lubricate with kerosene only. Made in Canada. The other side reads: To lower, insert handle here (arrow). Press down gently. Patented 373026. May 24, 1938. Notice the notch that grips the bumper is different between the two on the right and the one on the left. The left jack is also slightly shorter. I do not believe it is a Buick jack. Other car brands, such as Lincoln, use a similar bumper jack.

These jacks are an accident waiting to happen. I would only use them for display purposes, not to actually lift the car. One of our members had the cast iron body



break when he tried to use it to lift a car!

If any member has additional information, please write. Thanks.

BAD AMMETER CONNECTIONS

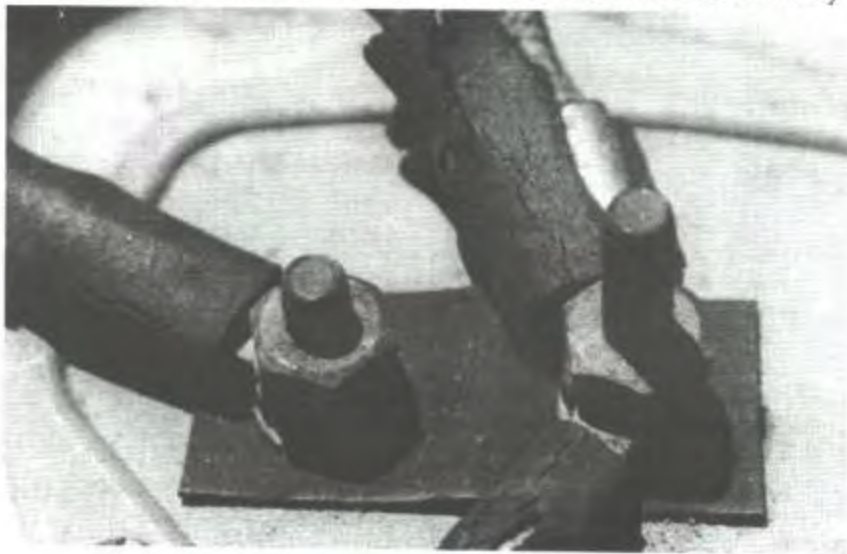
Jim Moore-Bellingham, MA

I always enjoy reading articles about the poor electrical systems on six-volt cars. Generally the blame is placed on poor grounds or poor connections at the battery. When the problem is dim headlight and taillights, since these lights are individually grounded, only the light with the bad ground would be dim. With both lights dim, you've got another problem.

I have been working on cars since 1948 and in the past 20 years have seen many six-volt cars with dim lighting that the owner could not fix. About 80% of these problems could be traced to loose or corroded connections at the ammeter. This is due to the expansion and contraction of the metal over the

years, generally due to heat build-up since all the current from the charging process goes through this junction. I have seen connections that seemed tight because of corrosion (*which of course, creates resistance*). Removing and thoroughly cleaning the connections has, in most cases, solved the problem.

One quick way to check this is to hook up a spare headlight bulb or sealed beam light directly to the battery, start the car, and then turn on the lights. If the regular lights brighten and dim as the engine is raced and let idle, but the light hooked directly to the battery stays bright, the connections at the ammeter are the most likely suspect.





Technical TIPS

TOOL TALES

By Clint Preslan (#461)-Lakewood, Ohio

Reprinted from the April, 1990 Torque Tube

(with several new photos)



Does your 1937 or 1938 Buick have an original tool kit in its trunk? My '37 Roadmaster didn't. No jack, no tattered tool bag, not even a bent screwdriver to rattle on the trunk floor.

In the photos above (A & B) we see what original tools look like. Both these sets were on '38 sedans, one a Century and one a Special. Both cars were all original including their paint and upholstery. The only tools they share in common are the pliers, black wooden-handled screwdrivers and a tan cloth bag.

These kits are extremely rare. Your chances of finding a complete NOS tool kit are probably equal to winning the lottery. However, you can still find individual tools, or tools very close to the originals. I be-

lieve I've encountered a sort of '37/'38 Buick paradox:

- Buicks tools are rare. In our hobby, rare usually means expensive.

- Because these tools are scarce, few hobbyists or flea market vendors recognize them for what they are....'37/'38 Buick tools. By contrast, Model T, A, and V8 Ford tools are beginning to get expensive. Most have Ford script and many people are looking for them.

- Since few people recognize '37/'38 Buick tools, you have a chance of finding moderately priced originals or close matches. This means you have to go through piles of rusty, dirty junk at swap meets, but that's part of the joy of the chase.

At Hershey, I found a nice adjustable wrench for \$5.00, identical to the one in the photo except without a Buick emblem. Instead, my wrench had this VT trademark. I also found this trademark on numerous old open-end wrenches selling for just a few dollars.



I looked up 8.821 Kit, Tool in the January 1, 1941 Master Parts List of Chassis Parts and found this listing. As of January 1, 1941 and probably earlier, Buick sub-con-

8.821 KIT, Tool

(Vlcheck Tool Co., Cleveland, Ohio)

..... 171346	....1	1924 6-Cyl.; 1925-26 Matr. 6; 1927-28 120-128; 1929-121-129; 1930-50-60; 1931-30-90
..... 180011	....1	1925-26 Std. 6; 1927-28-115; 1929-116; 1930-40; 1931-60
..... 1257814	....1	1932-40
..... 1257815	....1	1932-50-90
..... 1274549	....1	1933
..... 1286558	....1	1934-35-36-40; 1937-38
..... 1284721	....1	1934-35-50-60-90; 1936-50-50-90
..... 1314445	....1	1939 to 1941 inclusive (LHD)
..... 1286550	....1	1939 to 1941 inclusive (RHD)

tracted the tool kit to the Vlcheck Tool Company of Cleveland, Ohio. Could the "VT" trademark belong to the Vlcheck Tool Co? I think it does. Notice too that the 1937 and 1938 tool kits have the same part number meaning they were the same.

Here are the results of my tool search. (C) The total cost was about thirty dollars.

This tool kit (D) belongs to **Charles Jekofsky** (#524) in Washington, DC. Charles writes: "The tools for my '38 were accumulated separately. They are not Buick issue tools. The car did not have any when I bought it. They are, however, correct from a

period perspective, including the adjustable wrench. I met a vendor at Hershey some years ago who specializes in auto and Vlcheck tools. I bought most of these tools from him."

This factory tool kit (E) came with **Louis Jenkin's** (#1085) original 1937 Special Sedan. His car has its original upholstery and paint and was on display at the BCA Nationals in Atlanta, Georgia several years ago.



WELCOME NEW Members

Ray Schindler (#1353)
20534 Victorious Dr.
Hockley, TX 77447
37-81

Merrill Bettis (#1354)
RR 1 Box 6750
Morrisville, VT. 05661
38-66C 38-66C

Jeff Parker (#1355)
6092 Candle Light Lane
Yorba Linda, CA 92886-5201
38-41 Semi-Automatic

Elmer Johnston (#1356)
P.O. Box 123
Delton, MI 49046

Albert Mroz (#1357)
P.O. Box 2286
Menlo Park, CA. 94026

Lyle Pierson (#1358)
2417 Clarkson Drive
Colorado Springs, CO 80909
38-41

Danny Vincens (#1359)
8505 Squadron Dr.
Chalmette, LA 70043
37-41

James Hackenberger (#1360)
250 Farrell Rd.
Vandalia, Ohio 45377
37-46C

Mikael Gustafsson (#1361)
Södra Långgatan 20 C
SE-392 32 Kalmar
Sweden
38-66S

Al Echols (#1362)
7 Pitzer Circle
Hardy, VA 24101

Thomas Pirrung (#1363)
35 Jasper Drive
Amherst, NY 14226

James Stokes (#1364)
10 Woodrow Place
Pacifica, CA 94044

Gene Phillips (#1365)
2023 Lindberg Road
Anderson, IN 46012

Robert Wood (#1366)
3105 Driftwood Drivew
Coeur D'Alene, ID 83814
38-46C

Parts FOR SALE

• 1937 & 1938 PARTS

The following is just a portion of the 1937 & 1938 parts available. Call with your needs.

• 1937 PARTS

Master and deluxe heaters.....	\$75 each
SPECIAL grille shell, mint condition...	\$125
ROADMASTER rims.....	\$25 each
ROADMASTER axles.....	\$100 pair
ROADMASTER front suspension	call with needs
Coupe & 2 Dr. Sedan side stainless, complete sets.	\$75
CENTURY brake & clutch pedal assembly.....	\$35
CENTURY radiator.....	\$75
SPECIAL radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
SMALL SERIES throttle linkage.....	\$25
BIG SERIES rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50

Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
SPECIAL manifold.....	\$75
Throttle cable.....	\$20
SPECIAL transmission.....	\$100
SPECIAL splash pans.....	\$40 pair
CENTURY hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$30 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Radio.....	\$100
'37 Coupe and Convertible left taillight, complete.....	\$200

• 1938 PARTS

DeLuxe Heaters.....	\$75 each
Trunk emblem.....	\$35
40 & 60 sedan trunk lid, no rust.....	\$75
Breather tubes.....	\$10 each
Trunk hold-up arms.....	\$20
734Z starter with solenoid.....	\$50
Horn button.....	\$10
Special hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Wiper transmissions.....	\$50 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$75 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
Special radiator.....	\$75
Battery tray.....	\$20
Generator.....	\$50
Special manifold, complete.....	\$75
Special hood sides & tops.....	\$25 each
Gas tank door.....	\$10
Grille, no cracks, minor pitting.....	\$200
Fender lights.....	\$100 pair
Century radiator.....	\$100
Special coupe window moldings.....	\$100
Cigarette lighter.....	\$25
Century 3.9 rear end carrier and pinion.....	\$300
Century motor, rebuilt, complete with AAV-2 and new clutch.....	\$2500 firm
80-90 Series rear seat cigarette lighters.....	\$40 pair

• 1937 & 1938 PARTS

Special running boards, solid cores.....	\$200 pair
Headlight buckets.....	\$20 each
Large Series air cleaner.....	\$75

(Parts For Sale continued from page 25)

40-60 kingpin sets.....	\$30
Starter drives.....	\$20
Large series fan belts, new.....	\$15
Map light switches.....	\$15
Small series spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
Big Series manifold ends.....	\$50
16" beauty rings.....	\$10 each
2 Door rear ash trays.....	\$20 pair
Headlight bezels.....	\$20 each
Trunk hinges.....	\$75 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
Special rear motor mounts.....	\$15
Century rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$50 each
Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores.....	\$50
Special new Lynn Steele running board rubber.....	\$250 pair
Front license bracket.....	\$50
Keyed ignition switches.....	\$35
Front floor mat, black, new from Bob's Automoblia.....	\$150
Sidemount lock.....	\$25
Large Series exhaust valve body, like new.....	\$125
Coupe jump seats, no back cushions.....	\$200 pair

Dave Tacheny (#997)

11949 Oregon Ave. N., Champlin, MN 55316

(612) 427-3460

• **3.9 REAR END (1936 BUICK)**

1936 Century rear end, 3.9 to 1 includes drive shaft, torque tube, backing plates and axles. To my knowledge, will fit '37 Roadmaster without much modification.

You pick up.....\$250

Craig Allen (#746)

PO Box 365, Laurel, FL 34272

(941) 485-2364

• **1938 PARTS**

Instrument cluster, good temperature bulb.....\$75

Rear bumper.....\$25

Steering wheel with button and cover.....\$25

Horn ring, original, excellent condition.....\$100

Plus shipping

Jim Carpenter (#1169)

2450 Dryden Avenue, Gilroy, CA 95020

(408) 848-8935

• **1937 PARTS**

Robe rope & escutcheons (pitted).....\$8

Headlight switch (2).....\$20 each

Clocks (3).....\$15-\$25

(Parts For Sale continued from page 26)

Horn relay.....	\$2
Vacuum starter switch, stuck, repairable.....	\$10
Headlight bucket moldings (2).....	\$15 pair
Steering column locking device, painted with key.....	\$45
Kick panels, new Hampton Coach.....	\$20
Klaxon horns pair. Painted & ready to install.....	\$50 pair
Nose emblem, good.....	\$15
Rear view mirror.....	\$10
Radio covers, blanks for cars w/o a radio.....	\$15
Firewall ID tag for a blue '37 Model 41 4-door sedan.....	\$15
Robe rope escutcheon, pair.....	\$10
Sun visor brackets.....	\$15 pair
Fan blade.....	\$8
Fan pulley.....	\$5
Trunk license plate bracket, complete.....	\$25
Klaxon horns, non-working.....	\$20 pair
Hood louvers, pair, need some work.....	\$25 pair
Moldings: Front door (pair), back door (pair), back door to trunk (pair). Sell only as pairs.....	\$50/pair or b.o.
Molding: Front door to hood (pair). Sell only as a pair.....	\$20
Hood moldings, sell only as a pair, excellent condition.....	\$100 obo
Engine splash pans.....	\$50 pair obo
Moldings, back door, right only.....	\$15
Molding, back door to trunk, right only.....	\$15
Garnish moldings, all plus dashboard. Need restoration. Dash needs minor repairs. Will consider separating.....	\$125 obo
Door sills, original, good usable condition for a 4-Door sedan.....	\$35 obo

• 1937 CENTURY PARTS

Exhaust Manifold, left & right side, no center section.....	\$25 each
Fan.....	\$10
Pulley.....	\$10
Distributor #663Z 3327.....	\$30 obo
Firewall ID tag for a 37-61 4-door sedan.....	\$20
Battery cover.....	\$10
Chrome (inside) door trim. Needs repair.....	call
Wiper motor, stuck.....	\$15
Vacuum starter switch.....	\$25

• 1937 ALL SERIES

Parking light, no lenses, complete.....	\$65 pair
Tail lights w/bezels & lenses, complete.....	\$50 pair
Picnic Set (30's/40's) with 6 cups, 6 plates, 6 forks, 6 knives. Green colored with black suitcase type case, with 2 Thermoses.....	\$100

Prices do not cover postage. 20% extra for postage, or actual postage (UPS extra) when ordering large order. All prices are subject to dicker. Will take reasonable offers. Call for any part you need as I have many more not listed here!

Jerry Root (#422)
71 South Pollard Dr.
Fulton, NY 13069
(315) 593-2346

• **1937 PARTS**

Complete 37 Buick Engine and Drive Train. Take it all or will part out.

New generator, water pump etc. Engine low compression on one cylinder. Best Offer.

Jim Stokes

10 Woodrow Place

Pacifica, Calif. 94044

Phone (650) 355-7141

e-mail jim@netwizards.net

• **1938 PARTS**

SPECIAL Transmission.....\$110

Ken McColm

450 Clark Street

Crockett, CA 94525

(510) 787-1678

• **1937 PARTS-ALL SERIES**

Steering wheel cores.....\$30-\$40

New voltage regulators, 4 terminal.....\$45

Bumper cores, need rechroming (SPECIAL & CENTURY).....\$30 each

• **1937 SPECIAL PARTS**

Transmission, short tailshaft, open driveline floorshift transmission.

Same bolt pattern as Buick Special.....\$125

Valve cover, clean, painted.....\$8

Bellhousing.....\$25

Head bolt set, used.....\$3

Thermostat housing, two pieces.....\$10

Exhaust center manifold portion with heat riser.....\$30

8 used domed aluminum pistons, standard bore, useable.

8 rods #31317416B, babbbeted.....\$40

Water pump pulley.....\$3

Engine breather tube.....\$3

Rocker arms, used.....\$12

Kingpin set. Thompson 36SN.....\$30

New pressure plate, 10 inch diameter, Coarse spline disc, new

throwout bearing.....\$75 for all 3

Extra! Extra!

Back Issues Now Available!

THE FOLLOWING BACK ISSUES ARE AVAILABLE FOR \$4.00 EACH POSTPAID.

- 1991-1992 Volume X - Numbers 1 through 8
- 1992-1993 Volume XI - Numbers 2, 4, 5, 6 and 7
- 1993-1994 Volume XII - Numbers 2, 4, 5, and 6
- 1994-1995 Volume XIII - Numbers 1, 2, 4, 5, and 6
- 1995-1996 Volume XIV - Numbers 3 through 6
- 1996-1997 Volume XV - Numbers 3 through 6
- 1997-1998 Volume XVI - Numbers 1 through 6

Please make your checks payable to:

The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA

1937 CENTURY rear end. Complete including brakes, drums, torque tube.

Has 3.9:1 gears for use in a Special.....\$375

• **1937 ROADMASTER PARTS**

Front seat wood frame, with adjuster mechanism.

Very good wood. No cushion springs.....\$125

ROADMASTER/CENTURY AA-2 Carburetor, large series engine,

needs rebuilding but original carb\$180

• **1938 PARTS**

Steering wheel core with good horn button.....\$50

ROADMASTER/CENTURY AAV-2 Carburetor, large series engine,

needs rebuilding, but original complete with choke mechanism\$200

• **1936 PARTS** (possibly useable in 1937?)

2 disassembled large series transmissions.....\$75 each

Good smooth shifting transmission.....\$150

New Y & Z wiring harness.....\$255

Large series intake manifold.....\$25

All prices plus shipping

David Powers (#894)

27732 Paseo Barona,

San Juan Capistrano, CA 92675

(949) 493-1199

Parts WANTED

WANTED:

1938 Special sidemounts complete
or parts for side mount fenders.

Walter Lopic (#999)

RD #2

New Brighton, PA 15066

(412) 843-8206

Info WANTED

INFORMATION WANTED:

Any information on front-rear
suspension/engine swap on a late model
Corvette into Roadmaster chassis.

Anyone have any experience
or problems to avoid,
or suggestions or better choice?

Thanks,

David Powers (#894)

27732 Paseo Barona,

San Juan Capistrano, CA 92675

(949) 493-1199

Cars WANTED

1938 WANTED:

1938 Century Opera coupe,
prefer with sidemounts.
Nice solid driver w/good to
excellent mechanics.

Contact:

Ronn Pittman (#1188)

1024 S. Raddant Rd.

Batavia, IL 60510-3349

(630) 879-7393

1938 WANTED:

1938 Century, Any Model.

Walter Lopic (#999)

RD #2

New Brighton, PA 15066

(412) 843-8206

1938 WANTED:

1938 Century Convertible Coupe Model 66C
or Sport Coupe Model 66S for restoration.

Harold Betka (#414)

12813 US 23

Cheboygan, MI 49721

(616) 627-5884

Cars FOR SALE



1938 FOR SALE:

This 1938 Roadmaster Convertible Sedan Model 80C. New chrome, paint, engine etc. Needs top and upholstery to finish.

\$29,000. (Dog is Not for sale!)

Jim Fuller (#737)

(805) 969-4538 (Pacific Time)

1937 FOR SALE:

1937 Roadmaster Formal Sedan 81-F One of 250 made. 65% restored. All mechanical work completed (i.e.) rebuilt engine, N.O.S. parts used, rebuilt or replaced. Main body painted to it's original black lacquer paint. Minimal work required to finish restoration of body. Needs interior work. Dash redone with original type decal, that I reproduced and sold to others. Do not have the storage space or time to work on this fine car. I have \$9,500 invested. Asking **\$7,000.** or reasonable offer.

Tom Alderlink (#735)

619 W. 23rd St.

Holland, MI 49423

ph. (616) 396-6729

or reply on to:

talderlink@hotmail.com

1937 FOR SALE:

1937 Century 4-Door Trunk Back Sedan Model 61. Strong runner, good original condition. All stock. 104,000 original miles. Black with wide white-wall tires. Nice original interior. Dependable **\$8,000.**

Steve Nathanson (#656)

69 Terrace Rd.

Walnut Creek, CA 94596

(925) 947-6711

1937 FOR SALE:

1937 4-Door Trunk Back Sedan Model 41 No sidemounts. Runs ok. Steers and stops. Front end tight, transmission quiet. Original but rough interior. Was used as an advertising car for Bamblers Lounge in Port Jervis, NY. Needs restoration.....**\$3,000.**

Ron Stimson (#939)

21453 Northwood Ave.

Fairview Park, OH 44126

(440) 333-7494

1938 FOR SALE:

1938 Century Sport Coupe Model 66S Sidemounts. Rust and dent free body. Needs complete restoration.

\$7,000. as is

or \$13,000 with new and restored parts.

Call with questions.

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN 55316

(612) 427-3460

1937 FOR SALE:

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Frank Cwikla (#1111)

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Friendship, WI 53934

(608) 339-6297

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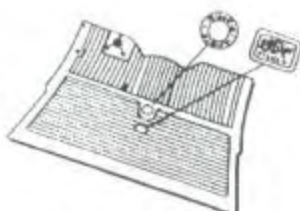


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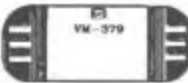


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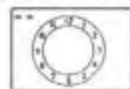
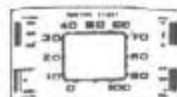
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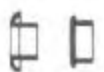
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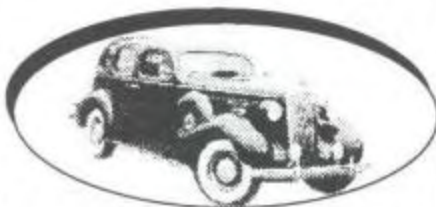


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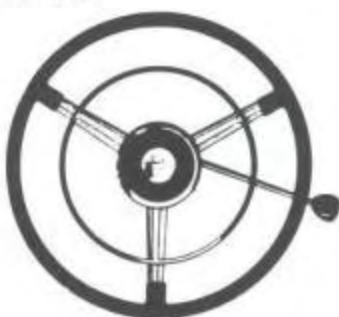


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